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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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25X1

COUNTRY: USSR (Karaganda Oblast)

DATE DISTR. November 1955

SUBJECT Airfield and Pilot School near Spasskiy Zavod

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ACQUIRED

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(LISTED BELOW)

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DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

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Comment: Spaski Zavod, also referred to as Spaski in the attached report, is properly spelled Spasskiy Zavod.

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CLASSIFICATION CONFIDENTIALCOUNTRY USSR REPORTTOPIC Airfield and Pilot School Near Spaski

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EVALUATION PLACE OBTAINED 25X1DATE OF CONTENT 25X1DATE OBTAINED DATE PREPARED 1 July 1955REFERENCES PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto, with legendREMARKS This is UNEVALUATED Information

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1. Between 1948 and June 1953, an airfield measuring about 2.5 km from north to south and 3 to 4 meters from east to west was observed northwest of Spaski Zavod (49 32 N/73 17 E) Turkestan MD. No buildings, hard-surface runway or taxiways were observed at the field. The plateau of the field was slightly inclined to the east. This was particularly noticed when the snow melted, but no sludge developed even after heavy rainfall. There were sodded grass spots about 5 cm high on the field. The entire area was allegedly a rocky plateau on which aircraft of all weights could land and take off. The wind on the field almost continuously blew from northeast to southwest. According to air activity observed during the spring and summer months, the airfield was a military installation where air training activity was performed by beginners. No lighting facilities or borders around the field were observed. A wind cone was fitted about 200 meters south of the field. Commercial aircraft were not seen landing at the field. During the winter months, the runway and taxiways were cleared of snow by means of snow plows.
2. A barracks installation, a single-story brick building, about 100 x 30 meters was located between Spaski Zavod and the airfield, about 200 meters south of the field. The wind cone for the airfield was attached to a wooden mast about 30 meters high next to this building. No additional buildings were available. The barracks installation was occupied by 25 men of the airfield cadre personnel, apparently NCOs, who remained there throughout the year and trained young student pilots during the spring and summer months. About 250 unmarried guard personnel were also quartered in the barracks installation. There were about another 250 guard personnel who were billeted with their dependents in Spaski. Three T-34 tanks were permanently parked in the open in front of the side of the building which was farthest from the road. These tanks were occasionally used for practices in the field.
3. A pilot school consisting of a single-story brick building 100 to 120 meters long and about 20 meters wide with 2 side wings 15 to 20 meters long and some small annexed buildings was located at the north-northeastern edge of Spaski Zavod. During the fall and winter months, the installation was vacant and guarded by a guard detail from the prison camp. During the spring and summer months, 6 to 7 months of the year, the building was occupied by about 200 young recruits who arrived on trucks from Karaganda (49 50 N/73 10 E) in the spring. At the same time,

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6 aircraft arrived. After 6 to 7 months, the aircraft left for their unidentified home field. Of the aircraft 3 were biplanes and 3 low-wing aircraft, all with piston engines and two-seater cabins. The aircraft were parked in the southeastern corner of the field. During the first 6 to 8 weeks, activity, probably theoretical training, was given on the aircraft parked in a line, but no flights were made. The aircraft engines were repeatedly run up. During the following 6 to 8 weeks, air activity was continuously conducted by the aircraft with two-man crews. During the remaining period, there was air activity occasionally by aircraft with one-man crews but usually with two-man crews. One to 6 aircraft were simultaneously aloft mostly during the afternoon hours, flying for 15 to 20 minutes over the airfield and Spaski. No formation flights or aerobatics were observed. It was very seldom when an aircraft made a dive or sideslip.

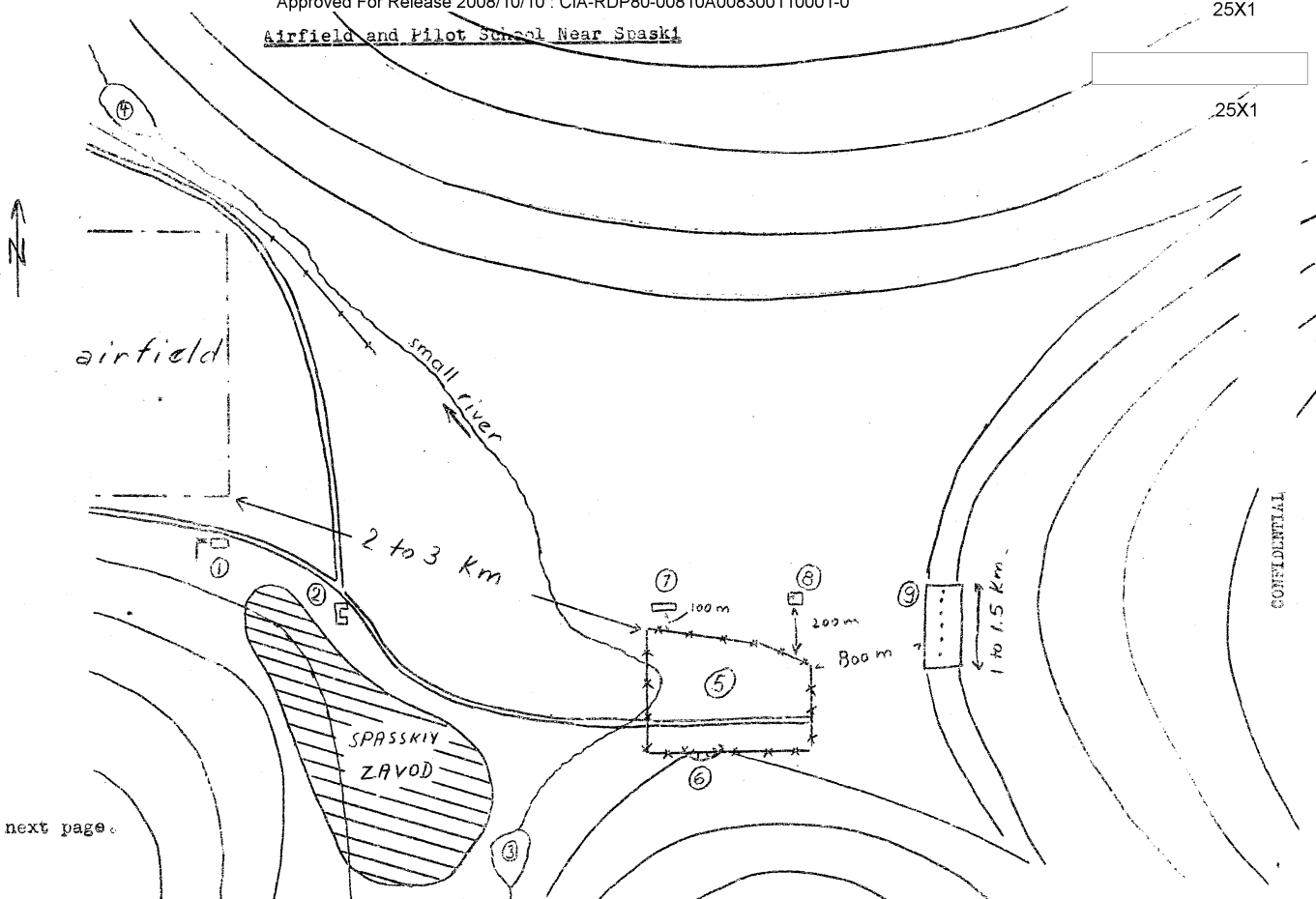
4. The young student pilots underwent physical examination in the X-ray laboratory of the camp once a month. They stated that they had been members of the Komsomol, volunteered for military service, wanted or were to become fighter pilots and some said that they wanted to become officers. All of the students seemed to be quite intelligent and some of them spoke a little German. They wore khaki uniforms with blue-bordered khaki epaulets without special insignia, black or dark blue garrison caps with a star. The students were convinced communists and always in good mood. There were no Mongolians among them. Their food was excellent.

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Airfield and Pilot School Near Spaski

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For legend, see next page.

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Legend



Airfield and Pilot School Near Spaski

- 1 Barracks installation for airfield cadre personnel and MVD personnel;
Mast with wind cone next to it
- 2 Pilot school
- 3 Small reservoir
- 4 Small reservoir
- 5 Spaski Zavod convicts camp
- 6 Quarry for copper-bearing rock
- 7 Garages and workshops for motor vehicles
- 8 Experimental boring point with one bore hole
- 9 Experimental boring point with 6 bore holes

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